

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) A device comprising:
an internal combustion engine;
an engine control device manually operable to stop operation of the engine;
a fuel tank that provides fuel to the engine; and
a fuel vent closure device automatically operable in response to the manual operation of the engine control device to substantially seal the fuel tank when the engine is ~~stopped~~. stopped, wherein the engine control device is coupled to an engine ignition circuit and is operable to stop operation of the engine by grounding the ignition circuit.
2. (Original) The device of claim 1, wherein the fuel vent closure device is a valve.
3. (Original) The device of claim 1, wherein the fuel vent closure device is mechanically actuated via a linkage.
4. (Original) The device of claim 1, wherein the engine control device is also manually operable to permit start-up of the engine, and wherein the fuel vent closure device is automatically operable in response to the manual operation of the engine control device to vent the fuel tank.
5. (Cancelled)
6. (Original) The device of claim 1, wherein the engine control device is remote from the engine and wherein the manual operation of the engine control device causes remote actuation of the vent closure device.
7. (Original) The device of claim 1, wherein the device is a lawnmower.

8. (Original) The device of claim 7, further including:
 - a blade rotatable by the engine; and
 - a brake automatically operable in response to the manual operation of the engine control device to substantially stop rotation of the blade when the engine is stopped.
9. (Original) The device of claim 1, wherein the device is a pressure washer.
10. (Original) The device of claim 1, wherein the device is a portable generator.
11. (Original) The device of claim 1, wherein the device is an automatic backup power system.
12. (Original) The device of claim 1, wherein the internal combustion engine is a multi-cylinder engine.
13. (Original) The device of claim 1, wherein the internal combustion engine is a single-cylinder engine.
14. (Original) The device of claim 1, further comprising:
 - a fuel shutoff device automatically operable in response to the manual operation of the engine control device to substantially block the supply of fuel to the engine when the engine is stopped.
15. (Original) The device of claim 14, wherein the fuel shutoff device is a valve.
16. (Original) The device of claim 14, wherein the fuel vent closure device and the fuel shutoff device are combined into a single assembly.

17. (Original) The device of claim 14, wherein the engine control device is also manually operable to permit start-up of the engine, wherein the fuel vent closure device is automatically operable in response to the manual operation of the engine control device to vent the fuel tank and permit engine start-up, and wherein the fuel shutoff device is automatically operable in response to the manual operation of the engine control device to unblock the supply of fuel to the engine and permit engine start-up.

18. (Original) The device of claim 14, wherein the engine control device is remote from the engine and wherein the manual operation of the engine control device causes remote actuation of the vent closure device and the fuel shutoff device.

19. (Currently Amended) A device comprising:
an internal combustion engine;
an engine control device manually operable to stop operation of the ~~engine~~; engine by
interrupting an engine ignition circuit;
a fuel tank that provides fuel to the engine;
a fuel shutoff valve automatically operable in response to the manual operation of the engine control device to substantially block the supply of fuel to the engine when the engine is stopped, and
a fuel vent closure valve automatically operable in response to the manual operation of the engine control device to substantially seal the fuel tank when the engine is stopped;
wherein the fuel shutoff valve and the fuel vent closure valve are combined into a single housing.

20. (Withdrawn) The device of claim 19, wherein at least one of the valves is a rotary valve.

21. (Withdrawn) The device of claim 20, wherein at least one of the valves is an axial-sealing rotary valve.

22. (Previously presented) The device of claim 1, wherein at least one of the valves is an eccentric-wheel valve.

23. (Withdrawn) The device of claim 19, wherein at least one of the valves is a sliding-spool directional-flow valve.

24. (Withdrawn) The device of claim 19, wherein the at least one of the valves is a poppet valve.

25. (Original) The device of claim 19, further comprising a linkage coupled between the engine control device, the fuel vent closure valve, and the fuel shutoff valve for mechanically operating the fuel vent closure valve and the fuel shutoff valve in response to the manual operation of the engine control device.

26. (Original) The device of claim 19, wherein the device is a lawnmower.

27. (Original) The device of claim 26, further including:
a blade rotatable by the engine; and
a brake automatically operable in response to the manual operation of the engine control device to substantially stop rotation of the blade when the engine is stopped.

28. (Original) The device of claim 19, wherein the device is a pressure washer.

29. (Original) The device of claim 19, wherein the device is a portable generator.

30. (Original) The device of claim 19, wherein the device is an automatic backup power system.

31. (Original) The device of claim 19, wherein the internal combustion engine is a multi-cylinder engine.

32. (Original) The device of claim 19, wherein the internal combustion engine is a single-cylinder engine.

33. (Currently Amended) A method of automatically and substantially preventing vapor emissions from a fuel tank communicable with an internal combustion engine, engine having an ignition circuit, the fuel tank and engine being interconnected with a device having an engine control device interconnected with the ignition circuit and operable to stop operation of the engine, the method comprising:

operating the engine; and

manually activating the engine control device to stop operation of the engine by grounding the ignition circuit and to substantially seal the fuel tank.

34. (Cancelled)

35. (Original) The method of claim 33, further comprising:

after stopping the engine, manually activating the engine control device to allow operation of the engine and to vent the fuel tank.

36. (Original) The method of claim 33, wherein manually activating the engine control device includes automatically activating a fuel vent closure device via a linkage coupled to the engine control device.

37. (Original) The method of claim 36, wherein manually activating the engine control device further includes automatically activating a fuel shutoff device via a linkage coupled to the engine control device.

38. (Previously Presented) The device of claim 1, further comprising:
a baffle that substantially prevents fuel from splashing out of the fuel tank.

39. (Previously Presented) The device of claim 19, further comprising:
a baffle that substantially prevents fuel from splashing out of the fuel tank.

40. (Previously Presented) The method of claim 33, further comprising:
providing a baffle adjacent said fuel tank that prevents fuel from splashing out of the fuel
tank.

41. (Previously Presented) The device of claim 14, wherein said fuel vent closure
device and said fuel shutoff device are parallel to each other in the same plane.

42. (Previously Presented) The device of claim 19, wherein said fuel shutoff valve
and said fuel vent closure valve are parallel to each other in the same plane.

43. (Previously Presented) The method of claim 37, further comprising:
providing said fuel vent closure device and said fuel shutoff device parallel to each other
in the same plane.

44. (Previously Presented) The device of claim 1, wherein said fuel vent closure device includes an eccentric wheel valve comprising:

- a valve housing;
- a rotary member inside said housing; and
- an actuating portion extending out of said valve housing.

45. (Previously Presented) The device of claim 19, wherein said fuel vent closure valve includes an eccentric wheel valve comprising:

- a valve housing;
- a rotary member inside said housing; and
- an actuating portion extending out of said valve housing.

46. (Previously Presented) The method of claim 33, wherein said manual activating step includes:

- providing an eccentric wheel valve having a valve housing, a rotating member and an actuating portion extending out of the valve housing; and
- rotating the rotating member to move said actuating portion.

47. (Previously Presented) A device comprising:

an internal combustion engine having an ignition circuit;

an engine control device manually movable between an operating position, wherein the engine is permitted to operate, and a non-operating position, wherein the engine is prevented from operating;

an ignition grounding member operable to ground the ignition circuit in response to movement of the engine control device to the non-operating position, thereby preventing operation of the engine, and operable to permit operation of the engine when the engine control device is in the operating position;

a fuel tank that provides fuel to the engine, the fuel tank including a vent;

a fuel shutoff valve automatically and mechanically operable to substantially block the supply of fuel to the engine in response to movement of the engine control device to the non-operating position; and

a fuel vent closure valve automatically and mechanically operable to substantially close the vent in response to movement of the engine control device to the non-operating position;

wherein the fuel shutoff valve and the fuel vent closure valve are combined into a single housing.

48. (Previously Presented) The device of claim 47, wherein the engine control device is a speed control lever.

49. (Previously Presented) The device of claim 47, wherein the engine control device is a rotatable knob.

50. (Previously Presented) The device of claim 47, wherein the engine control device is a bail lever.

51. (Previously Presented) The device of claim 50, wherein the device is a lawnmower.

52. (Previously Presented) The device of claim 51, further including:
a blade rotatable by the engine; and
a brake automatically operable in response to the manual operation of the engine control device to substantially stop rotation of the blade when the engine is stopped.

53. (Previously Presented) The device of claim 52, further including:
a linkage coupling the bail lever to each of the fuel shutoff valve, the vent closure valve, the ignition grounding member, and the brake, such that movement of the bail lever to the non-operating position substantially simultaneously closes the fuel shutoff valve, closes the vent closure valve, grounds the ignition circuit, and engages the brake.

54. (New) A device comprising:
an internal combustion engine having an ignition circuit;
an engine control device manually operable to stop operation of the engine by
interrupting the ignition circuit;
a fuel tank that provides fuel to the engine; and
(a fuel vent closure device automatically operable in response to the manual operation of
the engine control device to substantially seal the fuel tank when the engine is stopped.

55. (New) The device of claim 54, wherein the fuel vent closure device is a valve.

56. (New) The device of claim 54, wherein the fuel vent closure device is
mechanically actuated via a linkage.

57. (New) The device of claim 54, wherein the engine control device is also
manually operable to permit start-up of the engine, and wherein the fuel vent closure device is
automatically operable in response to the manual operation of the engine control device to vent
the fuel tank.

58. (New) The device of claim 54, wherein the engine control device is remote from
the engine and from the vent closure device, and wherein the manual operation of the engine
control device causes remote actuation of the vent closure device.

59. (New) The device of claim 54, further comprising a fuel shutoff valve
automatically operable in response to the manual operation of the engine control device to
substantially block the supply of fuel to the engine when the engine is stopped.

60. (New) The device of claim 59, wherein the fuel shutoff valve and the fuel vent
closure valve are combined into a single housing.

61. (New) A method of automatically and substantially preventing vapor emissions from a fuel tank communicable with an internal combustion engine having an ignition circuit, the fuel tank and engine being interconnected with a device having an engine control device operable to stop operation of the engine by interrupting the ignition circuit, the method comprising:

operating the engine; and

manually activating the engine control device to stop operation of the engine and to substantially seal the fuel tank.

62. (New) The method of claim 61, further comprising:

after stopping the engine, manually activating the engine control device to allow operation of the engine and to vent the fuel tank.

63. (New) The method of claim 61, wherein manually activating the engine control device includes automatically activating a fuel vent closure device via a linkage coupled to the engine control device.

64. (New) The method of claim 63, wherein manually activating the engine control device further includes automatically activating a fuel shutoff device via a linkage coupled to the engine control device.